Year of DPC meeting	Names of candidates selected	Date of joining as Deputy Commissioners
1985-87	Shri S.L. Khanna	28-8-1985
	Shri V.V. Srikantaiah	3-10-1985
1987-88	Shri Puran Chand	29-1-1988

Selection of PGT (History) in Kendraya Vidyalaya Moscow

22. SHRI YALLA SESI BHUSHANA RAO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the answer to Unstarred Question 1997 given in the Rajya Sabha on the 10th August, 1988 and state:

(a) whether it is a fact that one of the candidates who had appeared for the post of PGT (History) in Kendriya Vidyalaya, Moscow in November, 1987 has been now offered posting in that Kendriya Vidyalaya; and

(b) if so, what are the reasons therefore?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b) Yes, Sir. On the finalisation of the proceedings of the Selection Committee, the post of PGT(History) in Kndriya Vidyalaya, Moscow has been offered to the selected candidate.

India's skill to repair ships

23. SHRI SUBAS MOHANTY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether country's shipyards have gained enough technological skill for repair of ships, building of ships, trawlers and other equipments for off-shore drilling of oil;

(b) if so, what is the amount of foreign exchange which the country has saved under each of these items for which we had to depend on foreign help;

(c) which are the areas where deficiencies still exist; and

(d) what steps Government propose to take to overcome those deficiencies?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Indian shipyards possess technological skills for repair of ships and for the building of trawlers, and most varieties of ships and structures required for off-shore drilling.

(b) It is not possible to estimate with precision the saving in foreign exchange.

(c) The deficiency exists mainly in the following areas:—

(i) Limited shipbuilding and shiprepair capacity available in the country.

(ii) Ships built in Indian yards generally cost more and have longer delivery time when compared to the leading shipyards abroad.

(iii) Weak financial conditions of the major shipyards.

(iv) Dependence on foreign inputs such as marine engines, instrumentation, etc.

(v) Low productivity in Indian yards.

(d) The steps that have been taken are:—

(i) Augmentation and modernisation of existing shiprepair facilities in India.